



High-Speed Train Project Merced to Fresno Section

Supplemental Alternative Analysis Report

Presented to:

**California High-Speed Rail Authority
Board**

August 5, 2010





Proposed Revisions to Preliminary AA

- Preliminary AA Alternatives
- Refinement of Wye Connections to San Jose
 - Ave 24
 - Ave 21
- New Design Options
 - Le Grand
 - West Chowchilla
- Heavy Maintenance Facilities





Stakeholder Outreach

- Since 2008, more than 84 presentations and briefings to stakeholders :
 - Elected Officials
 - Chamber of Commerce
 - Resource Agency Staff
 - Planning and Transportation Agency Staff
 - Economic Development Agency Staff
 - City Councils & County Boards of Supervisors
 - Local Irrigation & Farm Bureau Organizations
 - Community and Business Organizations
 - Trade Organizations
 - Environmental Justice Groups
 - Business Members





TWG and Public Outreach (Since January 2010)

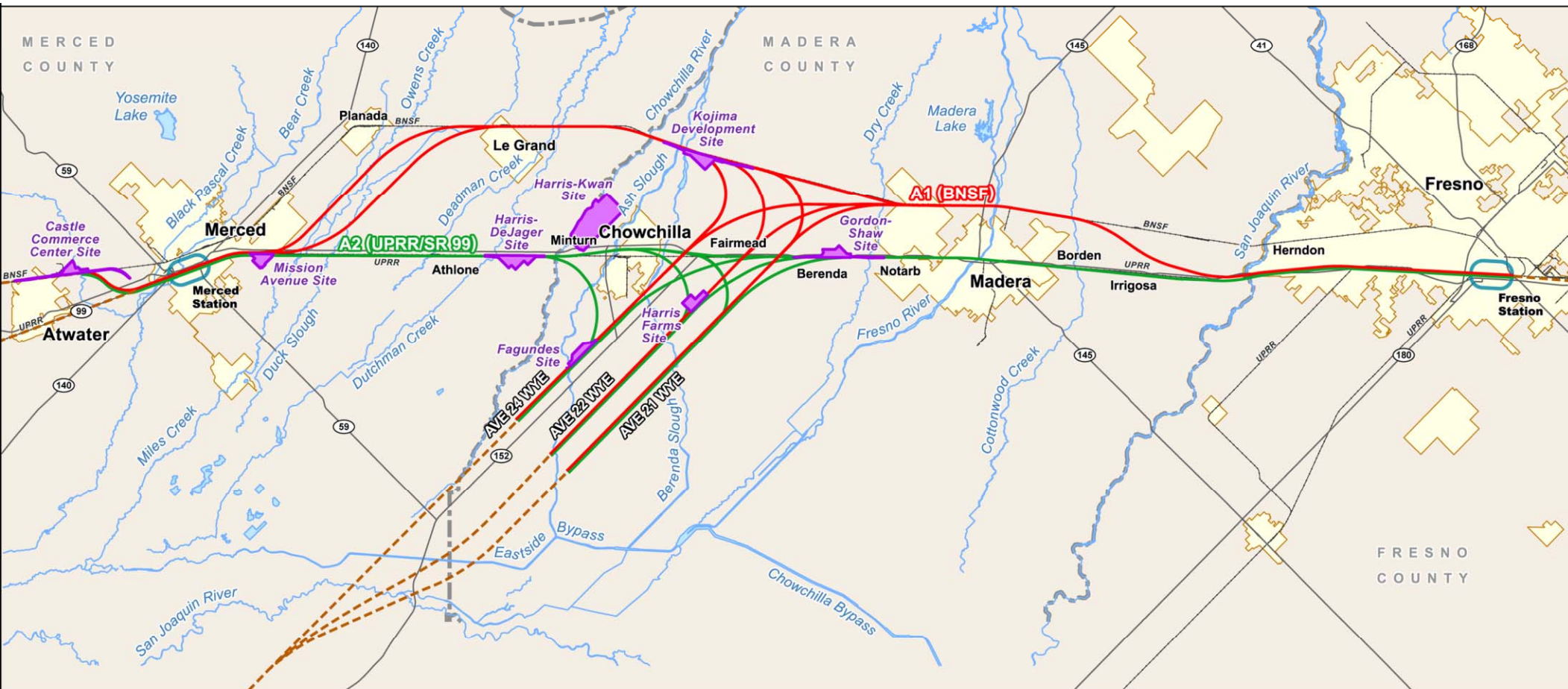
36 Meetings were held:

- Technical Working Group Transportation /Planning Agencies (3)
- Public Information Meetings (9)
- Stakeholder Briefings (7)
- Elected Official Briefings(12)
- Community Organizations Presentation (1)
- County Farm Bureau (2)
- Station Workshop (1)
- Multicultural Outreach (1)





Prior Preliminary Alternatives



Alignment

SJ Wye Connection

Proposed HMFs

A1 (BNSF)

Ave 24

8 Proposed Sites

A2 (UPRR/SRR99)

South SR 152 (Ave 21 & 22)





Henry Miller/Ave 24 Wye Refinement

Original Ave 24 Wye

Refined Ave 24 Wye (to be carried forward)

Smaller Triangle

Constrain Chowchilla

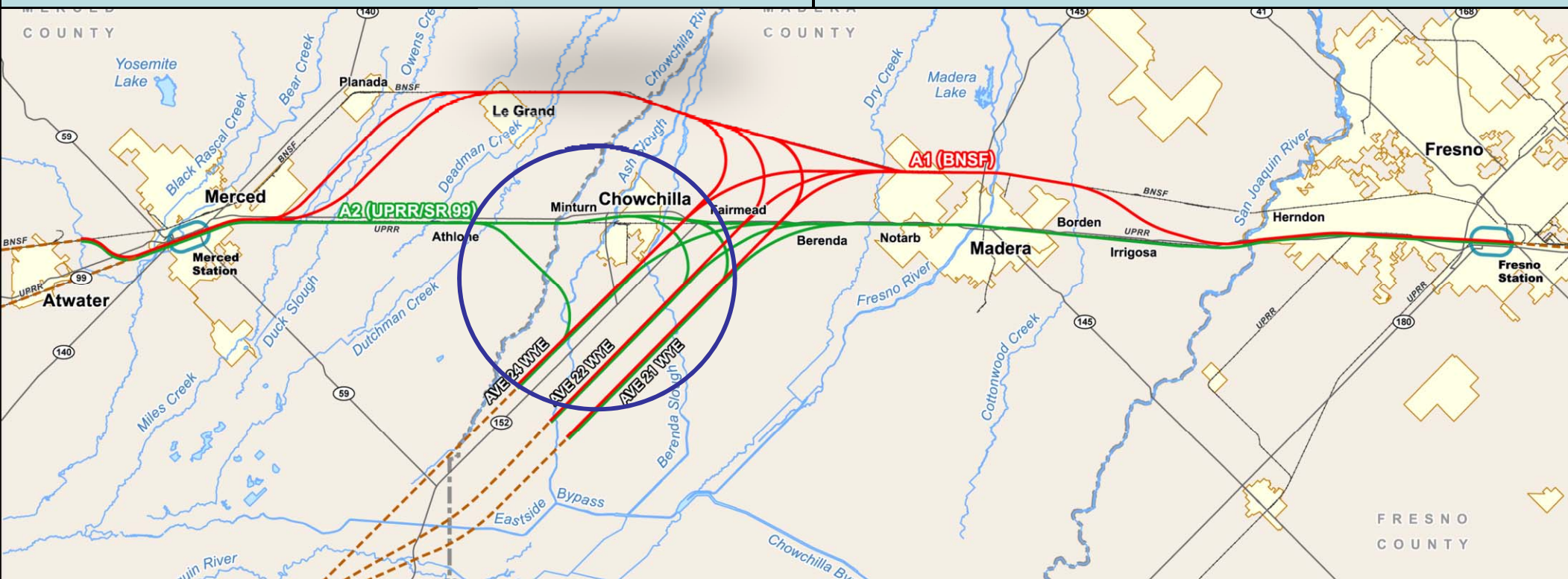
Curved Align/
Farmland Impact



Larger Triangle

Further from Growth Plans

N-S Tangent Alignment/Aligned to Farm
Grids/Less Impact





South SR152 Wyes Refinement

Issues with Ave 22 Wye Option (Not to be Carried Forward)

Ave 21 Option (to be Carried Forward)

1-Chowchilla Airport Conflict

2- Adjacent to Fairmead Landfill

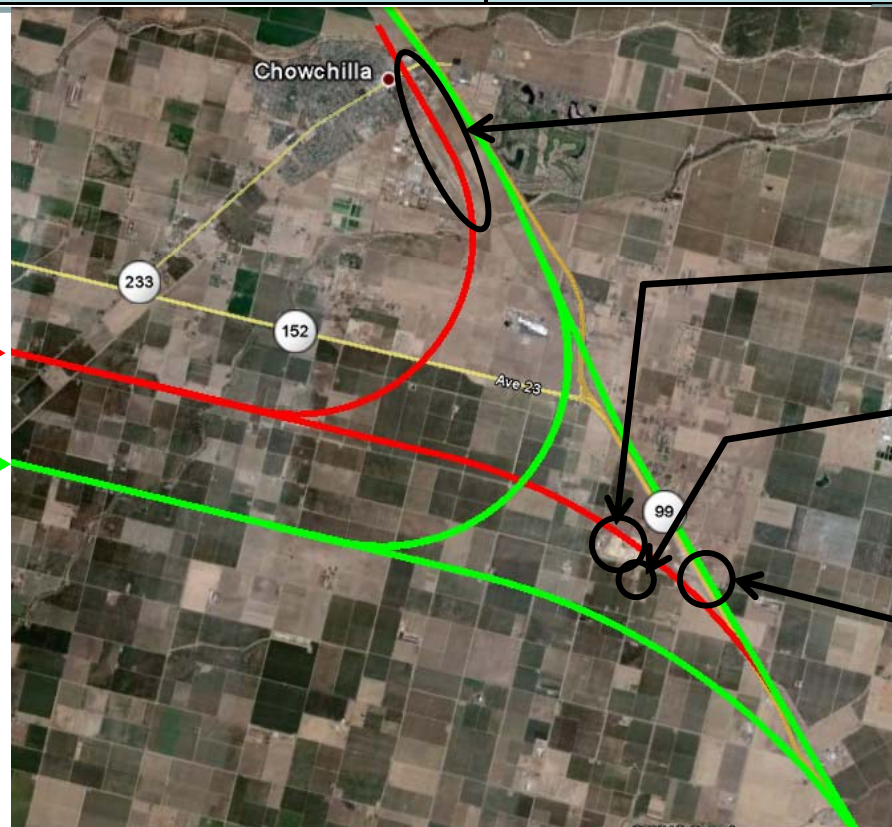
3-Adjacency to Museum

4-Conflicts with SR 99 Interchange

Similar performance without landfill, museum, interchange or airport conflicts

Ave 22 Wye option

Ave 21 Wye option



1-Chowchilla Airport

2-Fairmead Landfill

3-Museum

4-SR99 Interchange



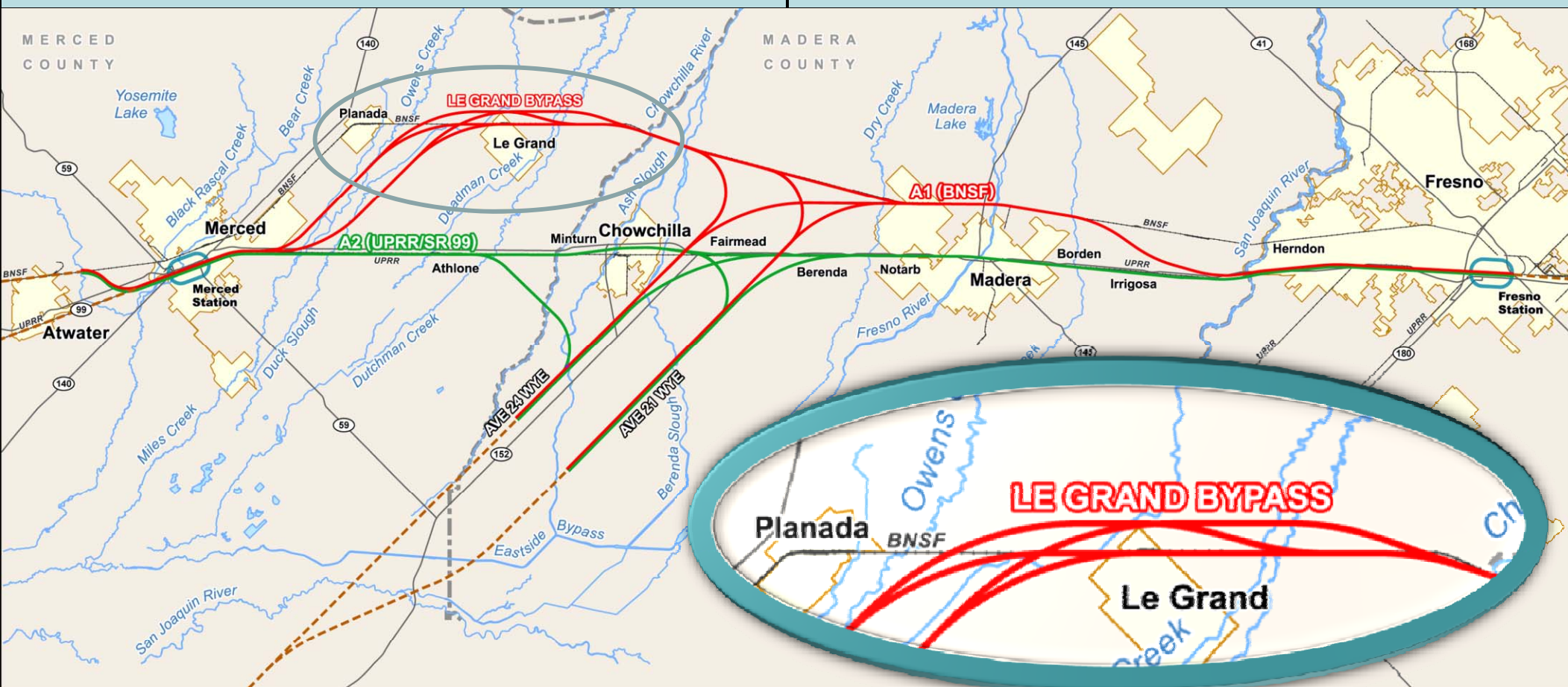
Le Grand Bypass Design Options

Preliminary A1 Alignment

Through the City of Le Grand
(To be Carried Forward)

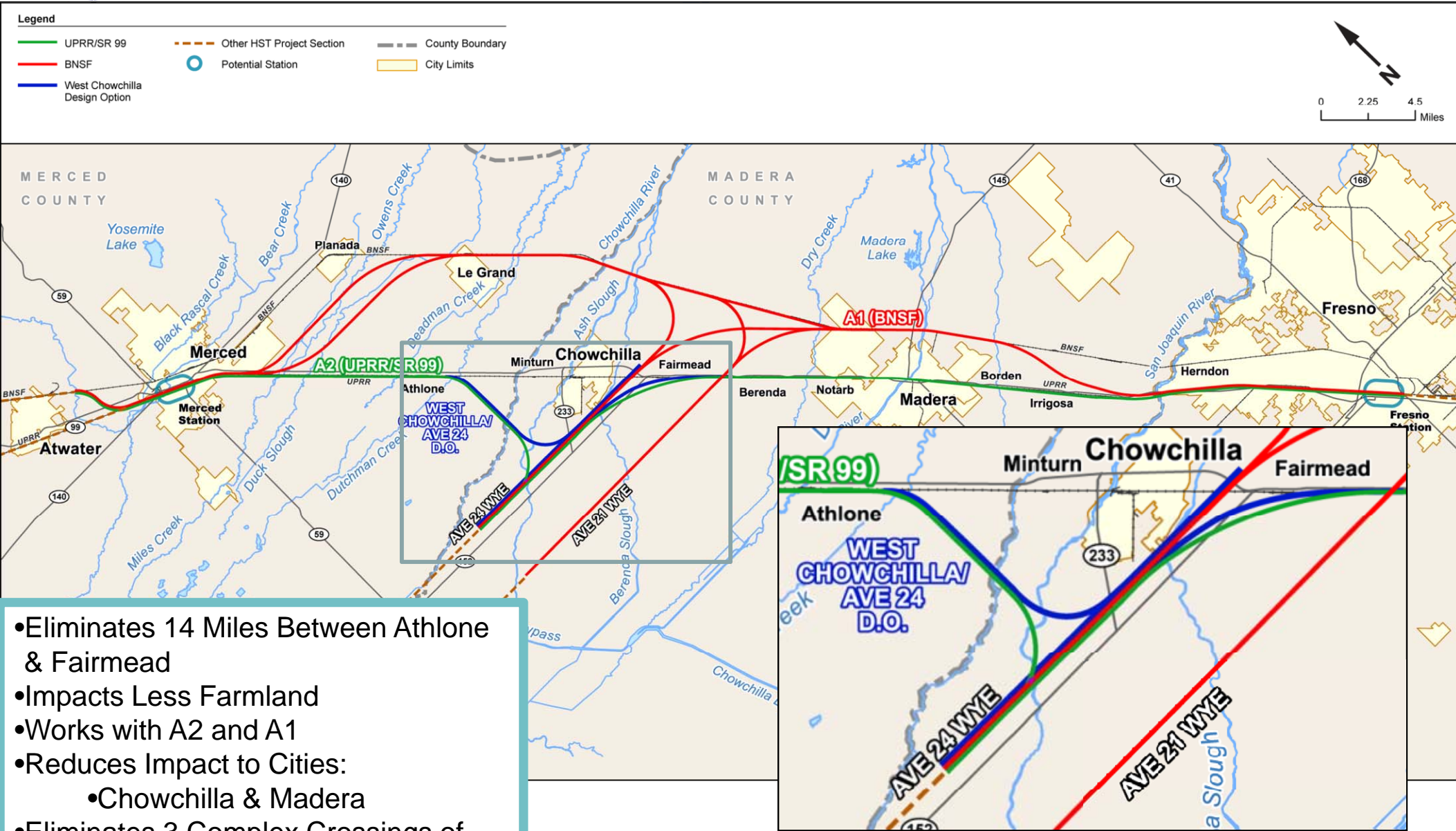
Design Options

To Minimize or Avoid Impacts
(To be Carried Forward)





West Chowchilla Design Option



- Eliminates 14 Miles Between Athlone & Fairmead
- Impacts Less Farmland
- Works with A2 and A1
- Reduces Impact to Cities:
 - Chowchilla & Madera
- Eliminates 3 Complex Crossings of UPRR & SR99
- Less Cost





West Chowchilla Design Option

Preliminary Consideration/Early Feedbacks

Pros

- Potential to avoid/reduce impact to Cities of Chowchilla, Fairmead and Madera
- Works with both A1 and A2
- 10 miles shorter than A2
- Eliminates 3 complex structure crossings of SR99 and UPRR
- Less Cost
- Less Impact to Farmlands

Cons

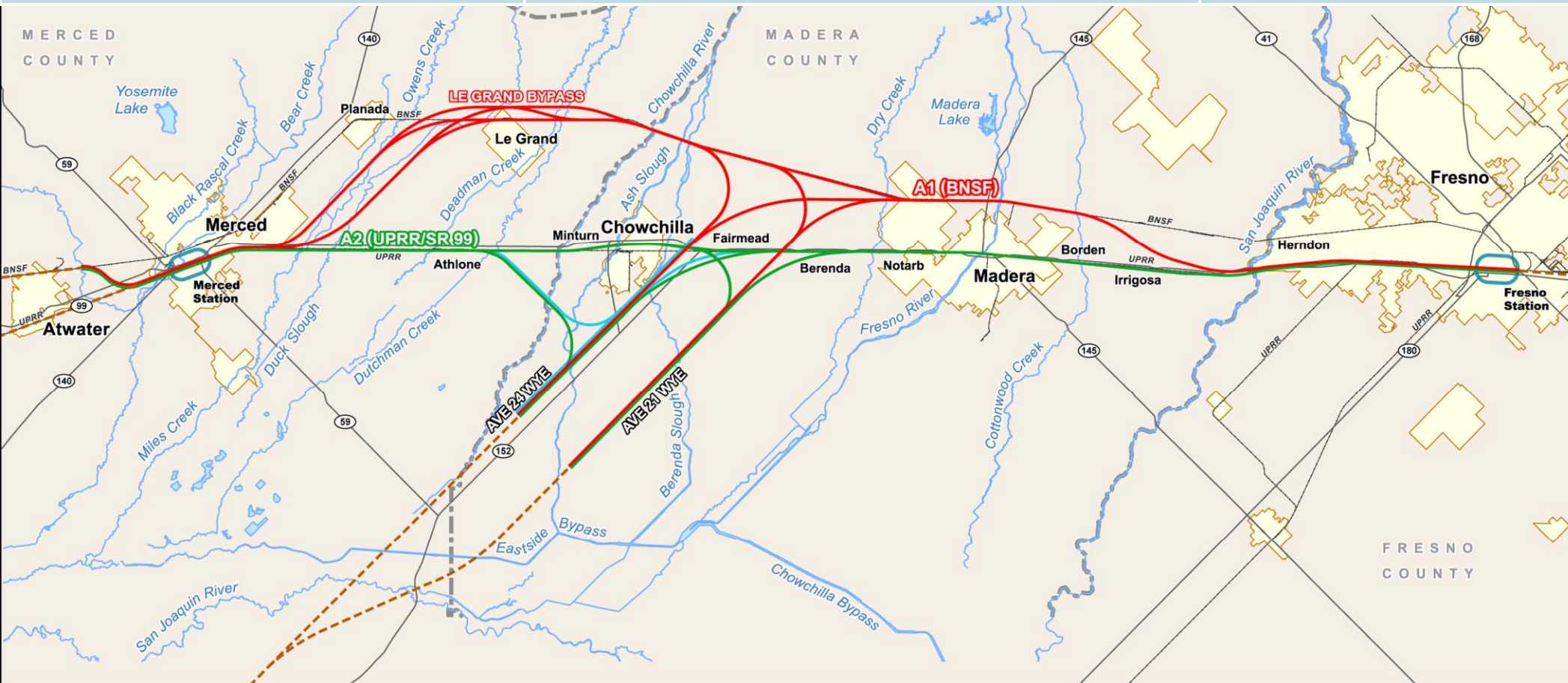
- Increased Travel Time from Los Angeles to Sacramento

Involved Agencies	Early Feedbacks
Merced City & County	Merit to explore, Some concerns on Impact to Local Farmland
Le Grand	Merit to explore, Some concerns on Impact to Local Farmland
Madera County	Merit & Explore, No Commitment
City of Madera	No Commitment . Some opposition
Chowchilla (officials and Others)	Opposed, Constrain Growth, Farmland Impact compared to A1
Merced Farm Bureau Madera Farm Bureau	Not Supporting, Advocate A2 and SR 152 Wye



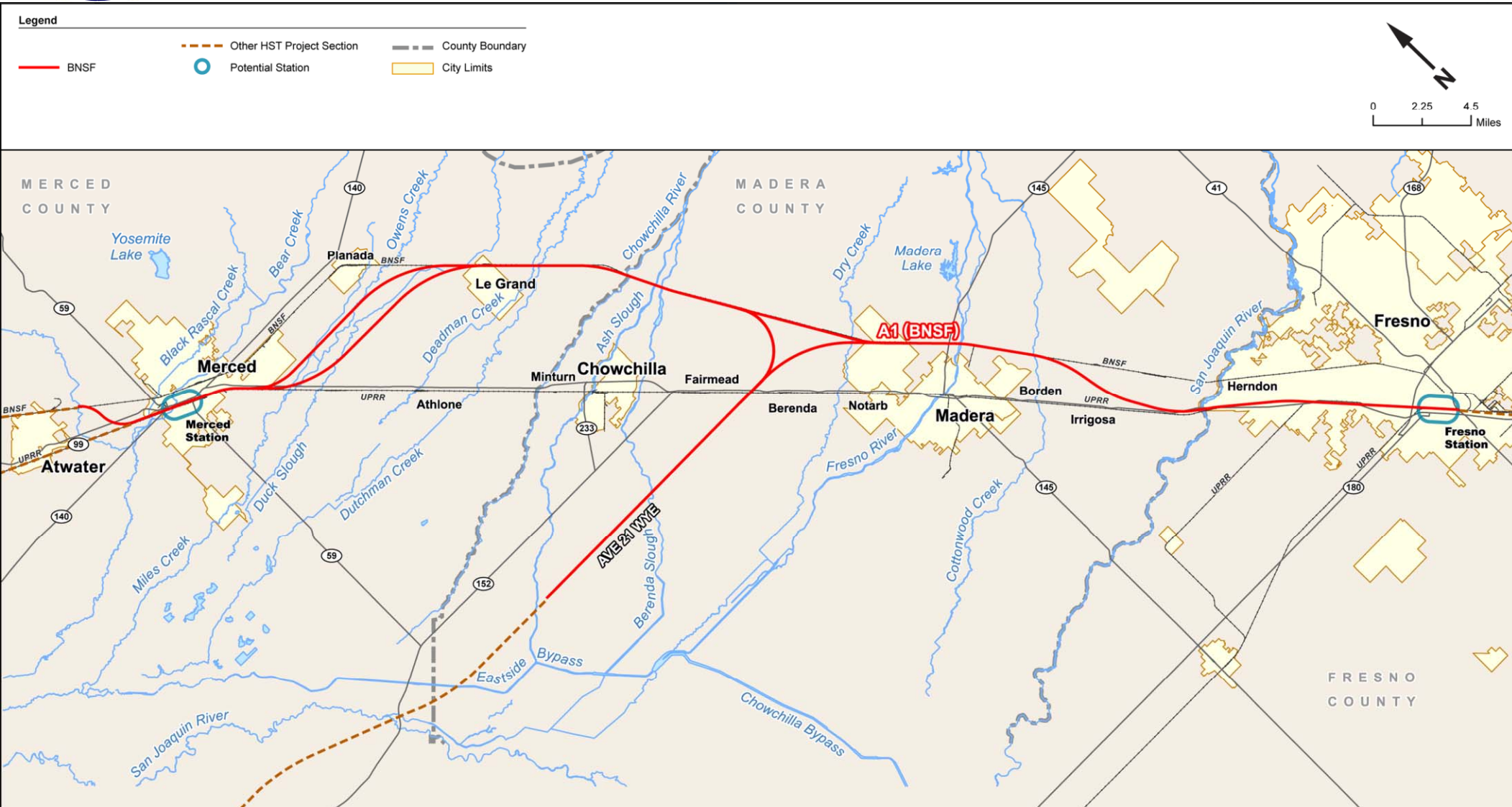
Preliminary Alignments, Wyes & Design Options

Alignment	SJ Wye Connection	Design Options
A1 (BNSF)	Ave 24	Le Grand Bypass
A2 (UPRR/SR99)	Ave 21	West Chowchilla



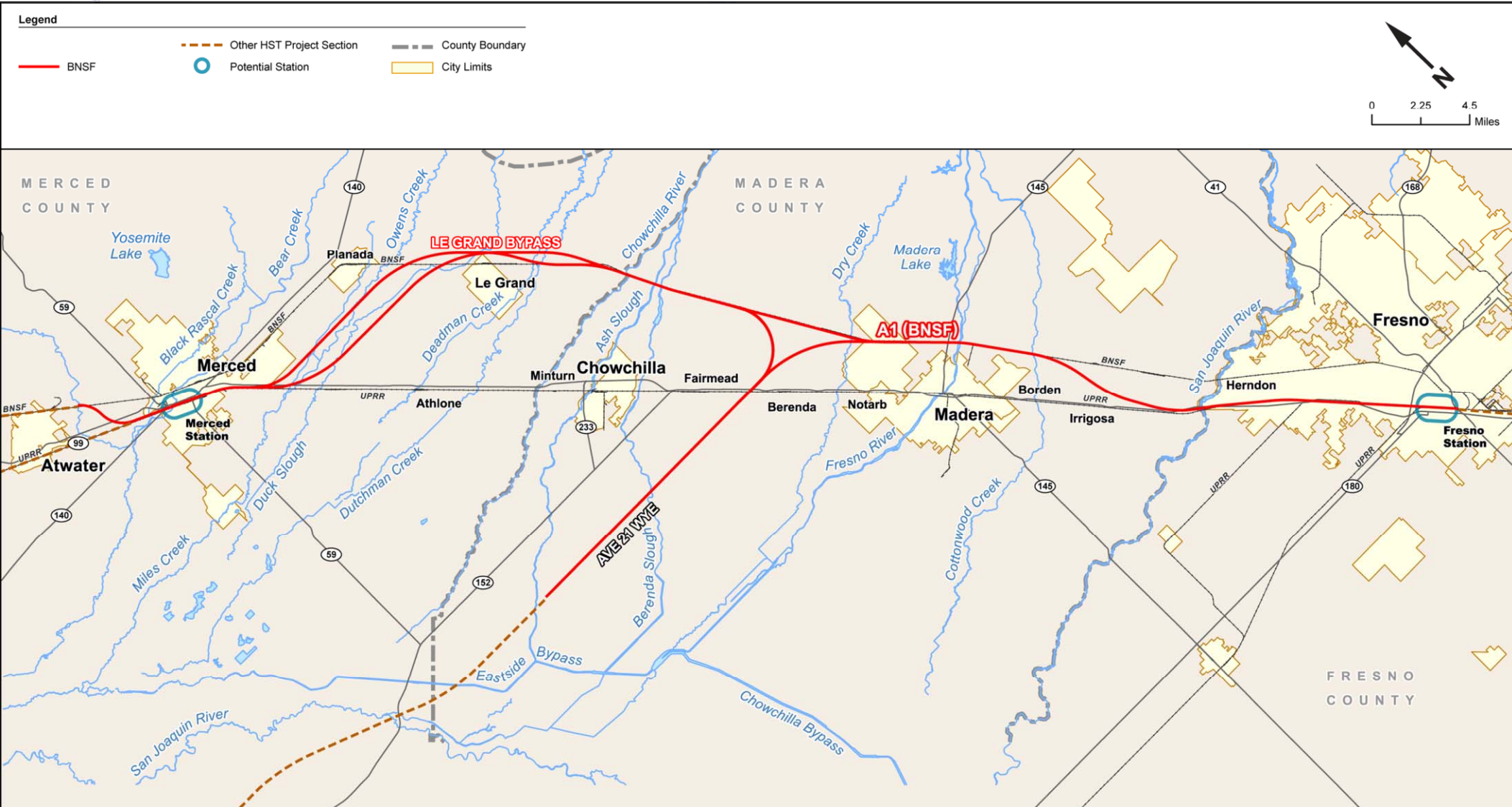


A1 (BNSF) - Ave 21 Wye Through Le Grand



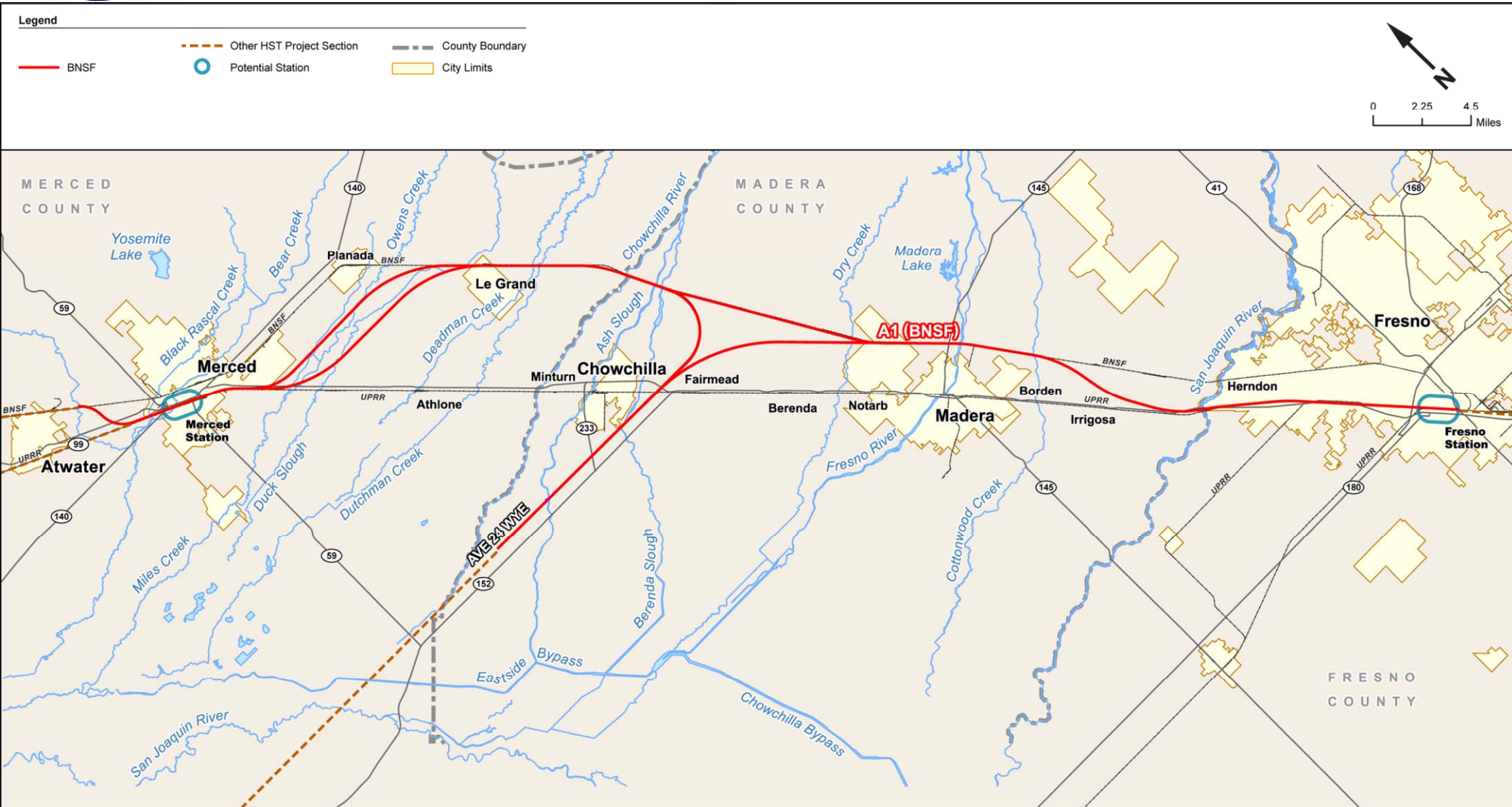


A1 (BNSF) - Ave 21 Wye Le Grand Bypass



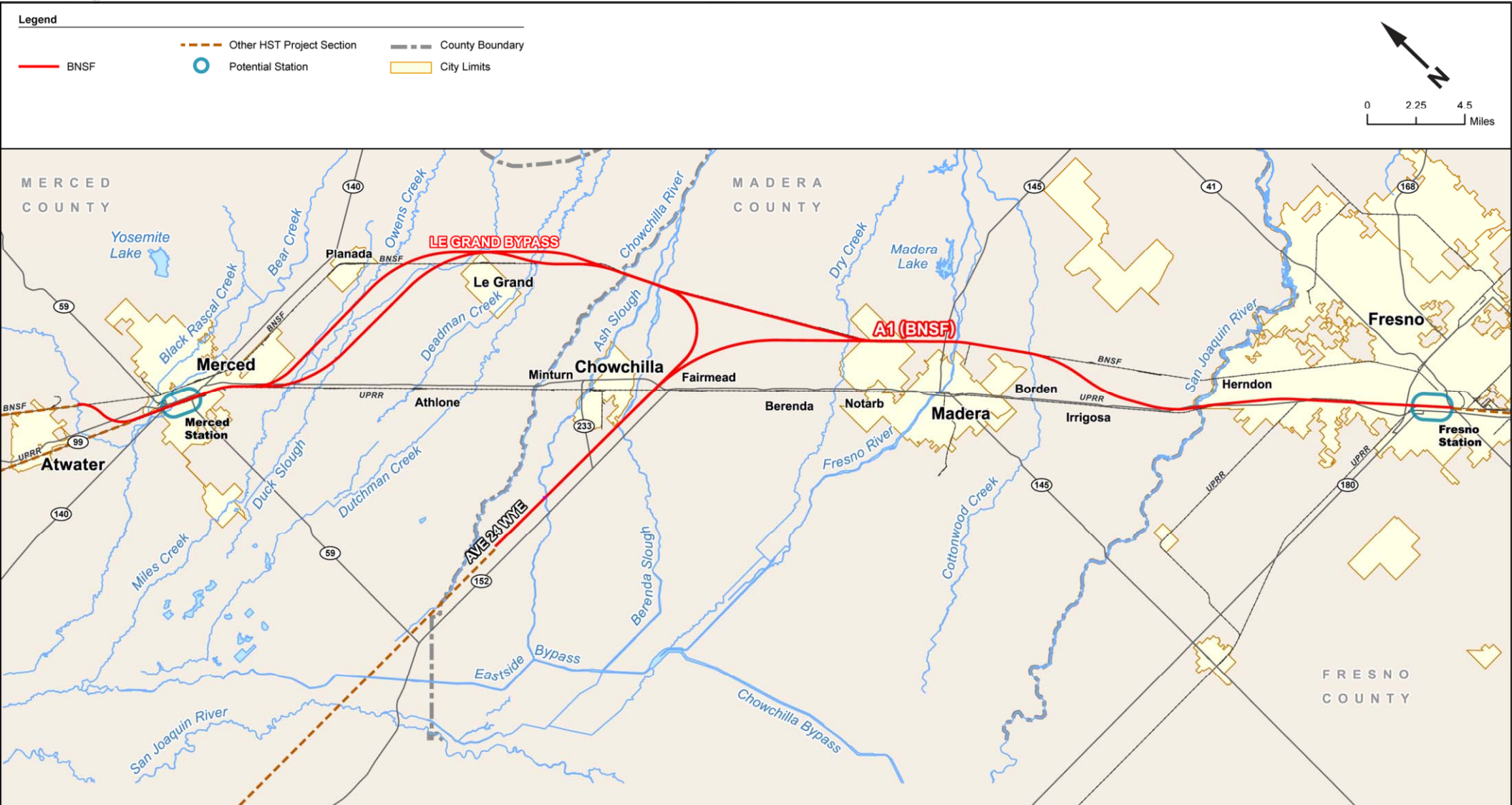


A1 (BNSF) - Ave 24 Wye Through Le Grand



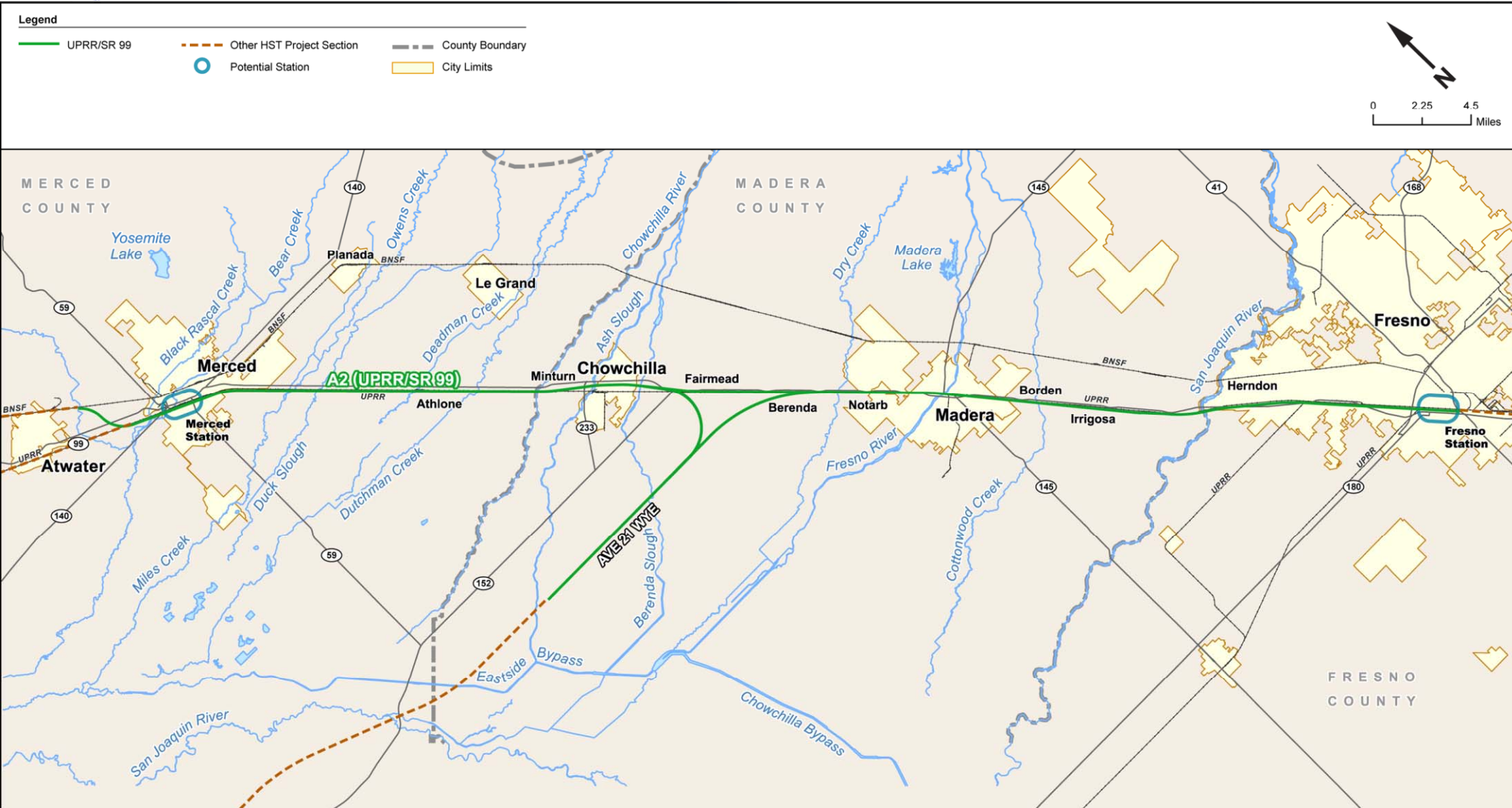


A1 (BNSF) - Ave 24 Wye Le Grand Bypass



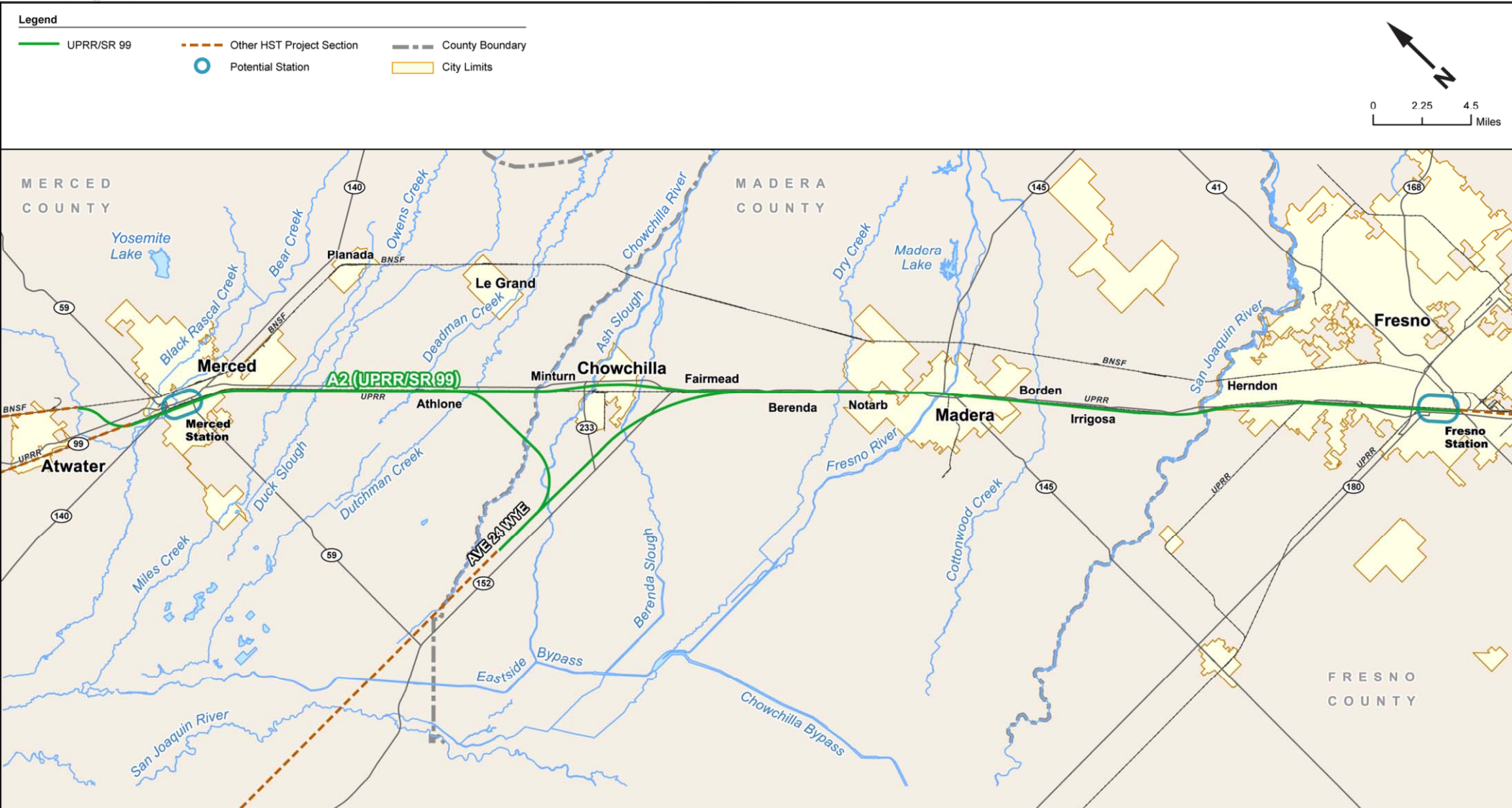


A2 (UPRR) - Ave 21 Wye



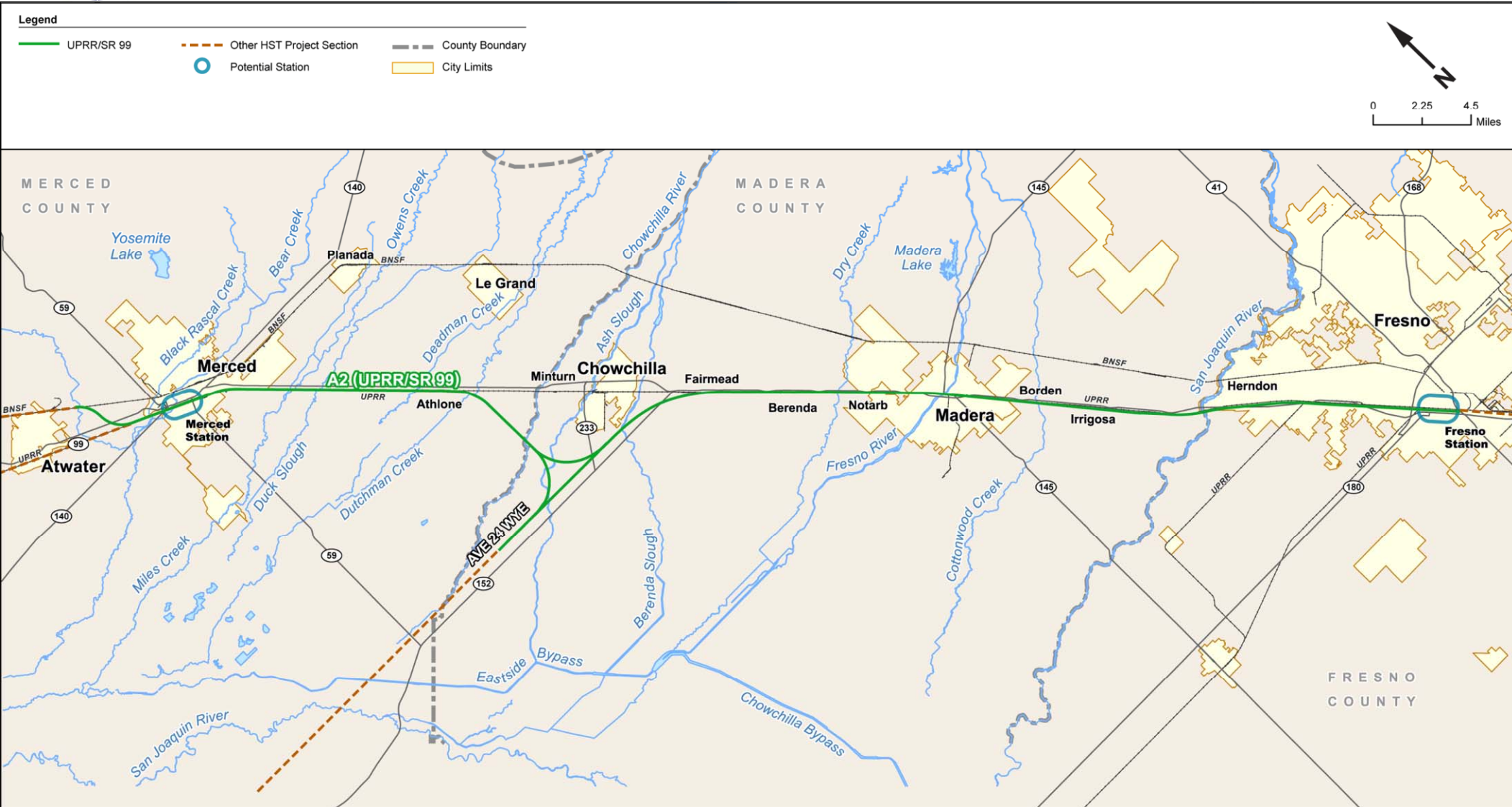


A2 (UPRR) - Ave 24 Wye Through Chowchilla



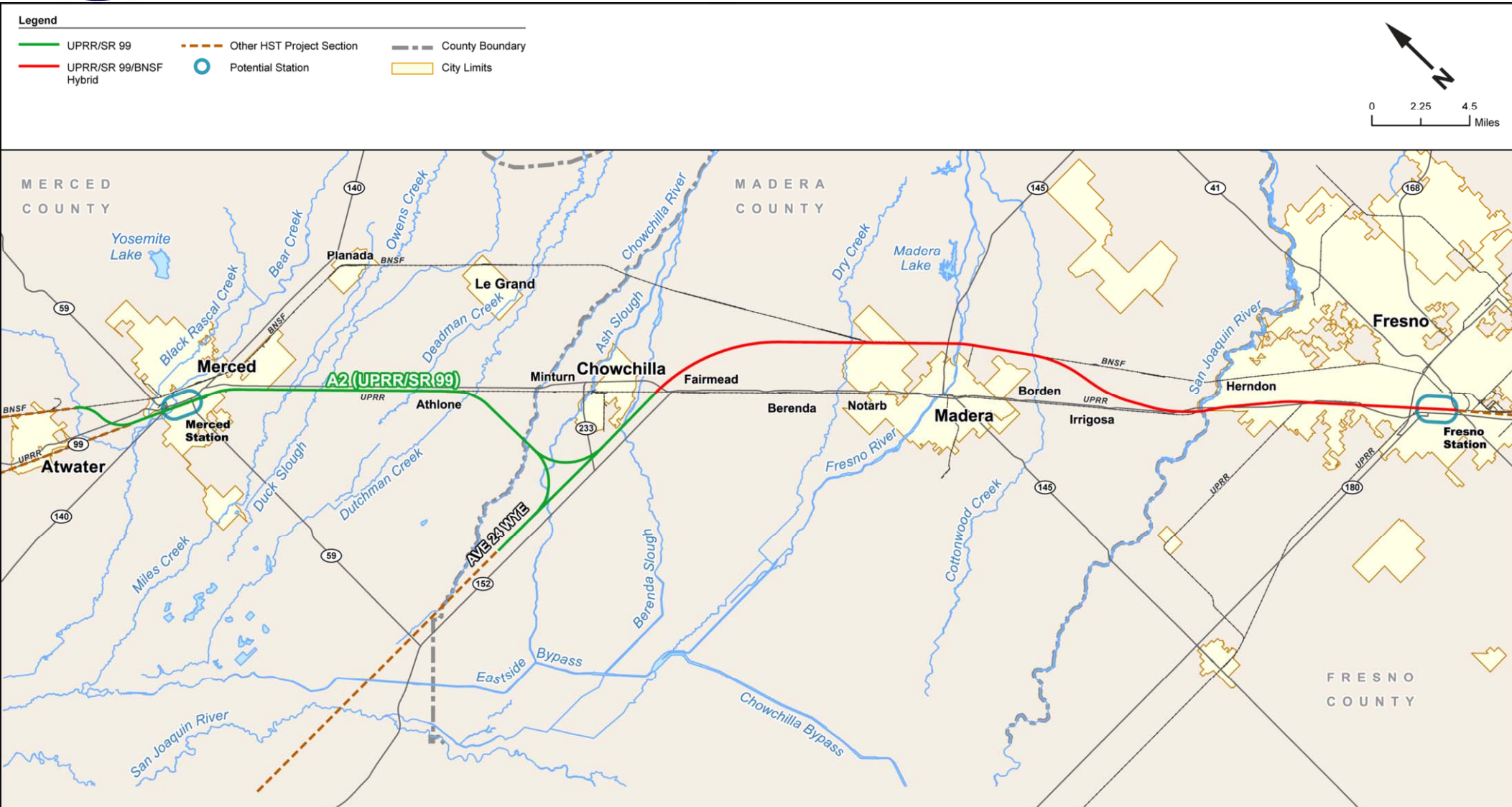


A2 (UPRR) – Ave 24 Wye West Chowchilla Design Option





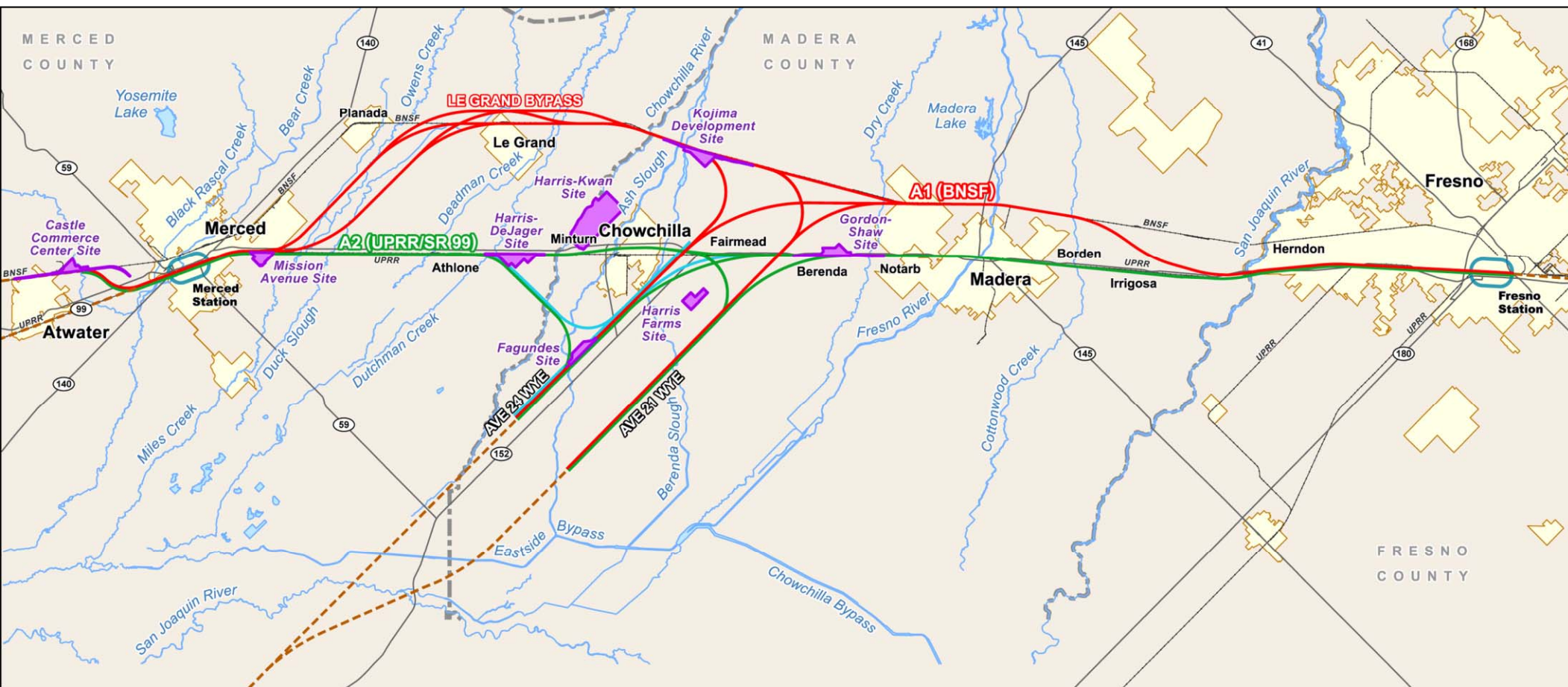
A2 (UPRR) / A1 (BNSF) – Ave 24 Wye West Chowchilla Design Option





Proposed Heavy Maintenance Facility (HMF) Sites

8 Proposed HMF Sites



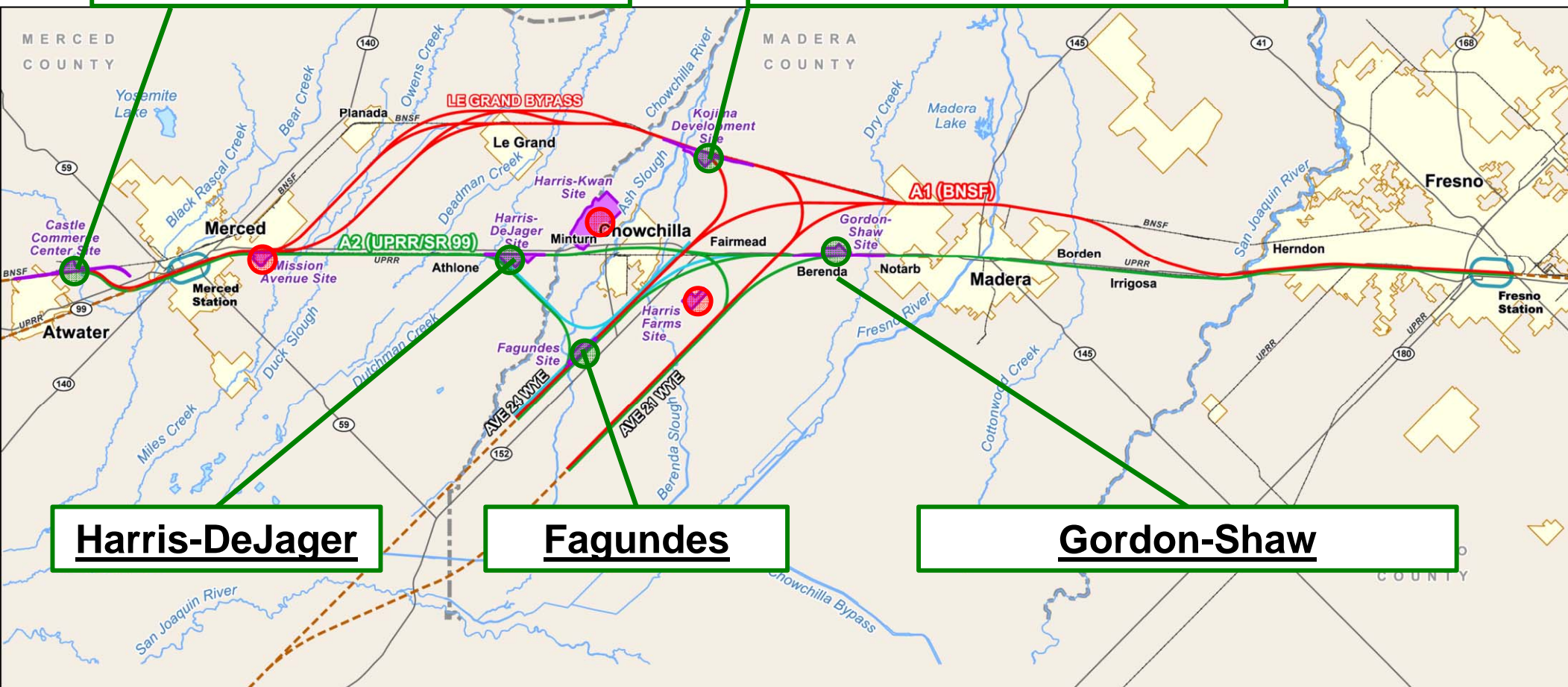


Heavy Maintenance Facility Sites Evaluation

5 Sites Carried Forward

Castle Commerce Center

Kojima Development



Harris-DeJager

Fagundes

Gordon-Shaw





Heavy Maintenance Facility Sites Evaluation

3 Sites Not Carried Forward

Mission Ave

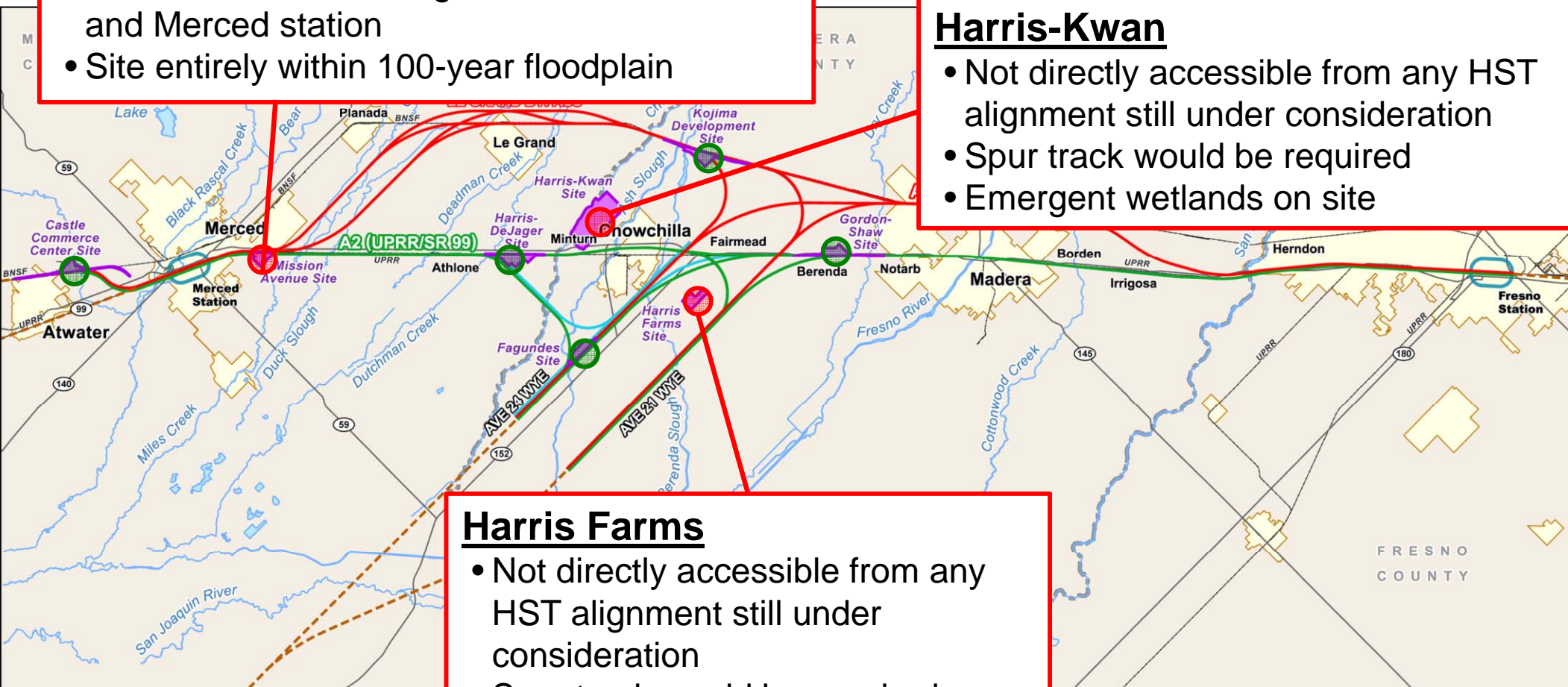
- Insufficient distance for northern yard turnout
- Curve and elevated alignment between site and Merced station
- Site entirely within 100-year floodplain

Harris-Kwan

- Not directly accessible from any HST alignment still under consideration
- Spur track would be required
- Emergent wetlands on site

Harris Farms

- Not directly accessible from any HST alignment still under consideration
- Spur track would be required





Supplemental Recommendation To Preliminary AA Report

San Jose Wye Connections

- ✓ Carry Forward Refined Ave 24 Wye (large triangle)
- x Do Not Carry forward Ave 22 Wye For South SR 152 Option
- ✓ Carry Forward Ave 21 Wye For South SR 152 Option

New Design Options

- ✓ Carry Forward Le Grand Bypass Design Options
- ✓ Carry Forward West Chowchilla Design Option

Heavy Maintenance Facility Sites

- ✓ Carry Forward 5 Feasible Sites (Castle Commerce Center, Fagundes, Gordon Shaw, Harris-DeJager, Kojima Development)
- x Do Not Carry Forward 3 Non-Feasible Sites (Harris Farms, Harris-Kwan, Mission Ave)





Merced-Fresno Section

Next Steps

- Board Concurrence with Staff Recommendation
- PIM & TWG Presentations-Supplemental AA
- Regulatory/Cooperative Agency Coordination
- Supplemental Survey/Studies
- Draft EIR/EIS, December 2010



